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RESOLUTION NO. 3592

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CUPERTINO ADOPTING AN  
AMENDMENT TO THE 1964 GENERAL PLAN CONCERNING THE LAND USE ELEMENT FOR  
THE CORE AREA

WHEREAS, the City Council as a part of the comprehensive General Plan study, has reviewed the recommendations of the Planning Commission and has held public hearings involving many citizens and hours of discussion, and

WHEREAS, the City Council has concluded its deliberation relative to the "Core Area" of the community,

NOW, THEREFORE, BE IT RESOLVED:

1. That the City Council hereby adopts an amendment to the 1964 General Plan concerning the Land Use Element for the "Core Area" as set forth in Exhibit A and A-1 attached hereto and made a part hereof.
2. That the City Council hereby authorizes the Mayor to endorse said adoption as provided for on Exhibit A.

PASSED AND ADOPTED at an adjourned meeting of the City Council of the City of Cupertino this 19th day of December, 1973, by the following vote:

AYES: Councilmen - Frolich, Jackson, Meyers, Sparks, Irwin

NOES: Councilmen - None

ABSENT: Councilmen - None

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MAR 29 1977

ATTEST:

APPROVED:

UNIVERSITY OF CALIFORNIA

/s/ Wm. E. Ryder  
Wm. E. Ryder  
City Clerk

/s/ Keith E. Irwin  
Keith E. Irwin  
Mayor, City of Cupertino

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SCALE 1"=600'

EXHIBIT B  
CITY OF CUPERTINO  
CALIFORNIA  
PLANNING DEPARTMENT  
LAND USE ELEMENT - VALLEY FLOOR INFILLING  
GENERAL PLAN LAND USE SYMBOLS

DESIGNATION	DENSITY (DU/ACRE)	DESIGNATION
RESIDENTIAL	0-2.0	PLANNED LIGHT INDUSTRIAL/ RESIDENTIAL (4.4-10.0)
RESIDENTIAL	0-3.5	PLANNED INDUSTRIAL/ PROFESSIONAL OFFICE
RESIDENTIAL	0-4.4	PLANNED PROFESSIONAL OFFICE W/RELATED COMMERCIAL & QUASI-PUBLIC
RESIDENTIAL	4.4-7.7	PUBLIC FACILITIES QUASI-PUBLIC BUILDINGS
RESIDENTIAL	4.4-12	PUBLIC PARKS OR RECREATION RECREATION OPEN SPACE (P.R.)
RESIDENTIAL	12-16	GENERAL COMMERCIAL REGIONAL COMMERCIAL RECREATION / ENTERTAINMENT
PLANNED COMMERCIAL / RESIDENTIAL		LIGHT INDUSTRIAL
PLANNED COMMERCIAL / LIGHT INDUSTRIAL / RESIDENTIAL (4.4-10.0)		AGRICULTURAL
RESIDENTIAL / RECREATIONAL WITH INCIDENTAL COMMERCIAL ACTIVITY (4-16)		

PLANNING COMMISSION  
APPROVED BY RESOLUTION 1347 OF THE PLANNING  
COMMISSION OF THE CITY OF CUPERTINO  
23 Sept 74  
CHAIRMAN

CITY COUNCIL  
ADOPTED BY RESOLUTION 3747 OF THE CITY  
COUNCIL OF THE CITY OF CUPERTINO  
23 Sept 74  
CITY CLERK





# DETAILED DESCRIPTION AND STANDARDS OF LAND USE DESIGNATIONS

## WITHIN THE CORE AREA


### AS ADOPTED BY THE CITY COUNCIL

#### EXHIBIT A-1

This exhibit accompanies the map labelled Exhibit A which shows the General Plan land use designations within the Core Area. This exhibit summarizes the standards and policy statements and is adopted as a part of the Plan as an elaboration and explanation of the proposed land uses.

#### Statement of Certain General Findings

1. Residential development in any portion of the Core Area may include densities which exceed present City maximums if such development meets a special communitywide social goal.
2. Residential density may in the future be related to bedroom density. The staff shall examine methods of implementing this proposal.
3. Appropriate ordinances will be prepared setting forth the procedure by which the City will evaluate planned development with mixtures of land uses in order to obtain the desired traffic generating factor.
4. Planned Professional Office and Industrial land use designations may also include recreational/entertainment activities as defined by future implementing ordinances.
5. In areas with residential land use designations that set forth a range in residential density, specific implementing ordinances will be prepared setting forth the necessary criteria to attain the higher densities within the stated range. It's not the intent in designating the range



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that the implementing zoning ordinances will automatically provide for the highest density as a matter of right.

Northwest Corner of Stevens Creek Boulevard and Stelling Road

The area designated as open space is intended to be an extension of the existing City-owned Memorial Park located westerly of this area. It is intended that the City shall take the necessary steps for acquisition of the area. However, should the City not be able to accomplish said acquisition within a reasonable time, an underlying land use of residential is provided for. Said residential land use may have a density of from 12 to 16 dwelling units per acre.

Southwest and Southeast Corners of Homestead Road and Stelling Road

The area designated as commercial shall be developed as general commercial uses. The area designated as recreational/entertainment shall be developed primarily as a recreational area with related entertainment and commercial activities, the intent being that the area will be primarily recreational.

Northwest, Southwest and Southeast Quadrants of the Intersection of Homestead Road and Saratoga-Sunnyvale Road

A portion of the northwest quadrant of this intersection is designated for agricultural uses recognizing an existing exclusive agricultural use on the property. The remainder of the area is designated as planned residential uses with a density of 12 to 16 dwelling units per acre except for the existing service station which will remain commercial and the existing fraternal lodge which will be designated quasi-public.





The area in the southwest quadrant designated as general commercial shall be developed with general commercial uses. A portion of this quadrant is designated as agricultural and is in recognition of an existing exclusive agricultural use on that portion of the property.

The area within the southeast quadrant shall be developed as a planned residential development with a density of between 4 and 12 dwelling units per acre.

Westerly Side of Highway 9 Between Stevens Creek Blvd. and Interstate Freeway Route 280 and Easterly Side of Highway 9 Between Existing Quasi-Public Church Site and Interstate Freeway Route 280

The land use designation of commercial between Stevens Creek Blvd. and Alves Drive on the westerly side of Highway 9 provides for the development of that area in commercial activities. From Alves Drive northerly to Freeway Route 280 on the westerly side and from the quasi-public church site on the easterly side northerly to Freeway Route 280 provides for a mixture of land uses of commercial, commercial/residential/industrial, and industrial and residential. These land use designations are accompanied by three conditions:

1. A traffic intensity performance standard;
2. Uniform aesthetic treatment performance standard;
3. A performance standard to allow individual development of parcels.

The intent of the performance standards is to accomplish community objectives which became known in the general plan revision process. Those objectives are, as follows:

1. Allow the development of properties within this area in a manner that the traffic generated does not create a high intensity traffic node.







2. Protect the City from uncertainty of Freeway Route 85 being constructed.

The traffic intensity performance standard will limit land uses within this area to those uses that produce maximum average of 16 one-way peak hour trips per acre so as to assure that no traffic load will be created that will exceed the capacity of Highway 9 at eight lanes. The peak hour shall be that 60-minute period of time wherein the highest number of vehicular trips occur for the specific street involved.

The intent of the uniform aesthetic treatment performance standard is to guarantee that the development of Highway 9 in mixed uses under separate ownership will not interfere with the community's desire to have a uniform and high quality aesthetic treatment to both sides of Highway 9.

The third performance standard which will allow individual development of parcels as long as they do not have an adverse impact on neighboring parcels is intended to balance the planned requirements for the Highway 9 area with the ability of individual landowners to proceed without requiring formal interrelationships with their neighbors.

The major implementation requirement for the traffic intensity performance standard will be for the City to develop a procedure for determining the peak hour traffic impact of various land uses.

In order to implement a uniform treatment standard, the following guidelines are set forth as beginning statements for said guidelines. They are, as follows:

1. A 50-ft. landscaped buffer area beginning at the curb line shall







be maintained along the entire frontage of Highway 9. This buffer area to be unobstructed by building and parking facilities.

2. Limited vehicular access shall be provided on Highway 9.
3. Compatible architectural building-sign designs shall be required.

A procedure shall be developed at the zoning and/or precise plan level to adjudicate whether an individual developer can proceed without having an adverse impact upon his neighbor.

It is recognized that the land uses adjacent to Highway 9 are not identical. This reflects the fact that planning criteria in addition to traffic intensity performance standards were used in reaching a final determination. The major planning criteria in reaching said determination are, as follows:

1. The size of the vacant parcels on the east side of Highway 9 are appropriate for planning a land use mix with a substantial residential component.
2. The intent is to preserve and enhance the existing commercial development on the west side of Highway 9. In view of the limited additional amount of commercial activity desired in Cupertino, the west side parcels were selected for land use mixtures including commercial development.

There are four principal reasons for the land use designations in this area. They are, as follows:

1. The desire to maintain and enhance existing commercial uses.
2. That extensive high density residential development is evaluated negatively in terms of character of the City.
3. Either total single-family residential development or single-family







residential development immediately adjacent to Highway 9 is evaluated negatively in terms of

- a. neighborhood impacts
  - b. the fiscal impacts of attempting to reduce negative neighborhood impacts.
4. Mixed uses including commercial and industrial development will have a positive impact on the character of the City if they are in accordance with the performance standards stated above.

Northeast and Northwest Corners - Saratoga-Sunnyvale Road and Stevens Creek Blvd.

The land use designation in this area is open space with the intent to provide an area of landscaping that would assist in establishing an aesthetic focal point for the Town Center area and would be complimentary to future development on the southerly side of Stevens Creek Blvd. It is not intended that these open space areas would become active public parks. Further, it is intended that the properties would be acquired by the City. If acquisition is not possible within a reasonable time, an underlying land use shall be professional office/commercial and/or residential as set forth on the plan for the remainder of Stevens Creek Blvd. easterly to Portal Avenue.

TOWN CENTER (Southeast Quadrant of the Intersection of Stevens Creek Boulevard and Saratoga-Sunnyvale Road)

This land use designation provides for a planned urban center with a mixture of land uses of commercial/residential uses based upon an overall plan for the area. It is intended that no one particular use will be predominant. It is important that the planned urban center be a mixed use area speaking to community-oriented uses of a unique character which will provide for a variety of social and cultural activities and specialized merchandise.







Sunnyvale-Saratoga Road (South of Town Center)

The land area designated as professional office with related commercial and quasi-public uses and the area designated commercial represents an infilling within the existing land use pattern in the area.

North Side of Stevens Creek Boulevard Between Open Space Area and Portal Avenue and South Side of Stevens Creek Boulevard From Blaney Ave. to the Easterly City Limits

The land use designation on the General Plan is for planned development limited intensity office/commercial and/or residential use. It is intended that ordinances will be prepared speaking directly to an intensity of office/commercial and or residential use which will lessen the traffic impact of those uses on Stevens Creek Boulevard. The ordinances shall be drawn to meet the objective of

1. Limiting traffic on Stevens Creek to a maximum of 8 lanes;
2. Developing aesthetic standards for Stevens Creek Boulevard including limitation of access, building and sign controls, setbacks and landscaping scheme.

Existing commercial and/or office activities within this area shall be recognized and thus shall not become nonconforming uses.

VALLCO PARK

The area designated as planned regional shopping center within Vallco Park is to be utilized as a site for a regional shopping center with the total square feet not to exceed approximately one million square feet. This







is to include the square footage of the existing Sears facility. The area designated as commercial within the southeast quadrant of Wolfe Road and Pruneridge Avenue is to be utilized for expansion of the Hilton Hotel site as approved by the Planning Commission and City Council. The commercial area at the southwest corner of the intersection of Wolfe Road and Homestead Road is in recognition of the existing Vallco Village Shopping Center.

The remaining acreages within Vallco Park are designated Planned Professional Office/Industrial and are to be developed in accordance with the provisions of the attached memo "Construction Phasing for Vallco Park".









## City of Cupertino

TO: The Honorable Mayor and Members of the City  
Council and the City Manager

DATE: July 15, 1974

FROM: Bert J. Viskovich, Director of Public Works

SUBJECT: CONSTRUCTION PHASING FOR VALLCO PARK, REVISED

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The memo of October 16, 1973 is being revised in order to reflect the latest sequence of events for development within Vallco Park. In the previous memo the Westfield Corporation Phases 3 and 4 are included in the uncommitted category which, if the memo is strictly adhered to as written, would not allow the Westfield's Phases 3 and 4 to develop. Therefore, the revision herein makes provision for a more flexible method of implementing the 69 acres of development that cannot occur unless alternate modes of transportation or alternate methods of the collector-distributor road may be realized.

The main intent of this memo is to provide a means of implementing the street improvements necessary in order to accommodate the development within Vallco Park and the through traffic by the year 1995. Also, this will act as a basis for monitoring future traffic as well as providing information as to the amount of traffic that will be generated by each stage of development within said park. The revised memo as compared to the one adopted by the City Council will have a different format which will describe the existing traffic within the vicinity of Vallco Park and then will describe four stages of development which will be considered as incremental increases to the total traffic within the subject area. Each stage will describe the development and the amount of traffic that it will be generating with exhibits attached to indicate the assignments onto the streets in question.

### Existing Traffic - Exhibit A

Exhibit A is attached in order to be used as a base for the immediate future as to the amount of traffic that would be realized if developments within Stage I are developed and added to the base. The base, however, must be revised on a yearly basis in order to have a correct base traffic map for which to add the incremental increases which will be generated by the different developments in their respective stages.

### Traffic Projection with Required Stage Street Improvements--Exhibits B and C

Exhibit B summarizes total traffic per stage and Exhibit C indicates zone traffic distribution used throughout General Plan studies.







Re: Construction Phasing for Vallico Park, Revised

Stage I

The developments included in this stage are all developments which have been granted approval by the City and are either completed but not fully occupied, in process of being completed or have not begun construction.

<u>Development</u>	<u>Location (Exh. D)</u>	<u>Area (Acres)</u>	<u>Peak Hr. Trips 1-Way (Exh. E)</u>	<u>% Occupied as of 7/74</u>	<u>Addt'l. Peak Hr. Traffic Over &amp; Above Existing</u>
Hilton Hotel, Phase 1, 391 rooms and 1 tower	12-1	(portion) 12.6	65	0%	65
Financial Office, Phase 1	18-1	9.3	300	32%	204
Westfield, Phase 1	W-1	8.9	250	100%	--
Westfield, Phase 2	W-2		140	0%	140
Four-Phase, Phase 1	20-1	9.0	342	100%	--
Hewlett-Packard Phase 1 (347,000 sq.ft.)	9-1	26.0	900	0%	900
AMI (formerly Mark Systems)	6-2	5.0	210	0%	210
TOTAL			2207		1519

Street Improvements Required

All of the above developments may be constructed without any additional and/or modifications to the existing street facilities.

Stage II

The following additional developments are anticipated to take place by the year 1976-77 and are developments that have been reviewed but not approved:

<u>Development</u>	<u>Location (Exh. D)</u>	<u>Area (Acres)</u>	<u>Peak Hr. Trips 1-Way (Exh. F)</u>
Regional Shopping Center (750,000 sq. ft.)	16	59.6	1700
Westfield, Phase 3	W-3	4.5	160
Westfield, Phase 4	W-4	1.7	50
Four-Phase, Phase 2	20-2	6.8	258







Street Improvements Required

- 1) Construct Wolfe Road to eight lanes from Vallco Parkway to Freeway Route 280. Reservation for ten lanes to serve as a setback requirement for all structures.
- 2) Construct Tantau Overcrossing at Freeway Route 280 four lanes required.
- 3) Construct Vallco Parkway to six lanes from Wolfe Road to Tantau Avenue.
- 4) Construct perimeter road and necessary signalization.
- 5) Construct and/or modify all intersection improvements and appurtenances to include signalization, marking, median relocation as described in the De Leuw Cather reports of May, 1973 and August, 1973.

Stage III

The parcels described below are the remaining parcels within Vallco Park that are anticipated to begin construction after the year 1976-77. With the exception of the Hilton Hotel, Phase 2 the parcels listed are in ownership other than Vallco L.T.D. The parcels listed below exceed the amount of land that can be developed by 17 acres.

<u>Development</u>	<u>Location (Exh. D)</u>	<u>Area (Acres)</u>		<u>Peak Hr. Trips 1-Way (Exh. G)</u>
		<u>Vallco</u>	<u>Others</u>	
Watkins-Johnson	8		30.5	700
Hewlett-Packard, Phase 2	9-2			800
Hewlett-Packard, Phase 3	9-3		70.0	850
Will Lester	23		9.4	300
Mine	5-2		1.7	32
Hilton Hotel, Phase 2 2 tower - est. 329	12-1	portion 12.6		35

Street Improvements Required

- 1) Modify the Wolfe Road overcrossing bridge and ramps at Freeway Route 280 to six lanes with eight lane approaches. If in the future ten lanes are required on Wolfe Road between Pruneridge and Vallco Parkway, then Wolfe Road overcrossing will require eight lanes.







Re: Construction Phasing for Vallco Park, Revised

- 2) Construct Wolfe Road to eight lanes from Freeway Route 280 to Pruneridge. A building setback reservation should be established so as to allow construction of ten lanes if needed in the future.
- 3) Reserve Wolfe Road to eight lanes, Pruneridge to Homestead.
- 4) Construct Homestead Road six lanes, Wolfe to east City limits.
- 5) Stevens Creek Boulevard will require eight lanes.

In order to assure the City the installation of the above improvements, it will be necessary to attach a condition to each application henceforth which will require the applicant to agree to install the above minimum requirements as listed either through an assessment district or a cooperative agreement among the properties within Vallco Park.

#### Stage IV

This stage defines the parcels owned by Vallco Park L.T.D. and the unused portion equivalent to 17 acres from Stage III to remain within an undevelopable status.

<u>Development</u>	<u>Location (Exh. D)</u>	<u>Area (Acres)</u>		<u>Peak Hour Trips 1-Way (Exh. H)</u>
		<u>Vallco</u>	<u>Others</u>	
Professional Office area west of Wolfe Rd. at Pruneridge	5-1	14.0		268
Financial Ctr., Phase 2	18-2	31.9		2300
Two parcels located east of Finch and south of Route 280	21,22			700
Unused portion from Stage III	—		17	425

The unused portion shall be determined and approved by the City Council at a later date as to which of the following methods should be implemented in order to recover the 17 acres that have been released in Stage III for development.

#### Alternate 1--Reduction of the typical building and square footage to land ratio.

This alternative would require that all property owners in Stage III within Vallco Park other than Vallco Park L.T.D. would develop their properties with a reduced building square footage to land ratio to offset the requirement to withhold 17 acres in a non-committed status. This would mean a reduction in the allowable square footage of a typical building within Vallco Park to be reduced by 15%.





Re: Construction Phasing for Vallco Park, Revised

Alternate 2--Development with a typical intensity with an agreement that all non-Vallco Park Ltd. owners would contribute toward the purchase of 17 acres of land

This alternative would allow individual owners to develop to a typical Vallco Park intensity with a provision that a total of 17 acres of land would be left in an undeveloped state until sometime in the future when the traffic problems are alleviated. This alternative requires the cooperation of all owners to share in an interest equivalent to their fair share towards the recovery of the 17 acres.

Alternate 3--Allow development to occur at the typical Vallco Park intensity on a first come, first served basis

This alternative would require that all property owners in Stage 3 who apply for development prior to resolution of the traffic problem for Stage 3 would be allowed to develop if a 15% reduction in peak hour trips as presented in Stage 3 is assured and approved by the City Council.

#### Street Improvements Required

Since the collector-distributor road proposed by the De Leuw, Cather & Co. has been rejected by Caltrans and without any other comparable methods of solution at this time which would help alleviate the traffic congestion on Stevens Creek Boulevard and Wolfe Road, the parcels in Stage IV will have to remain undeveloped until such time as very low density land uses, alternate modes of transportation or alternate methods to collector-distributor road may be realized.

BV:sm  
attachments





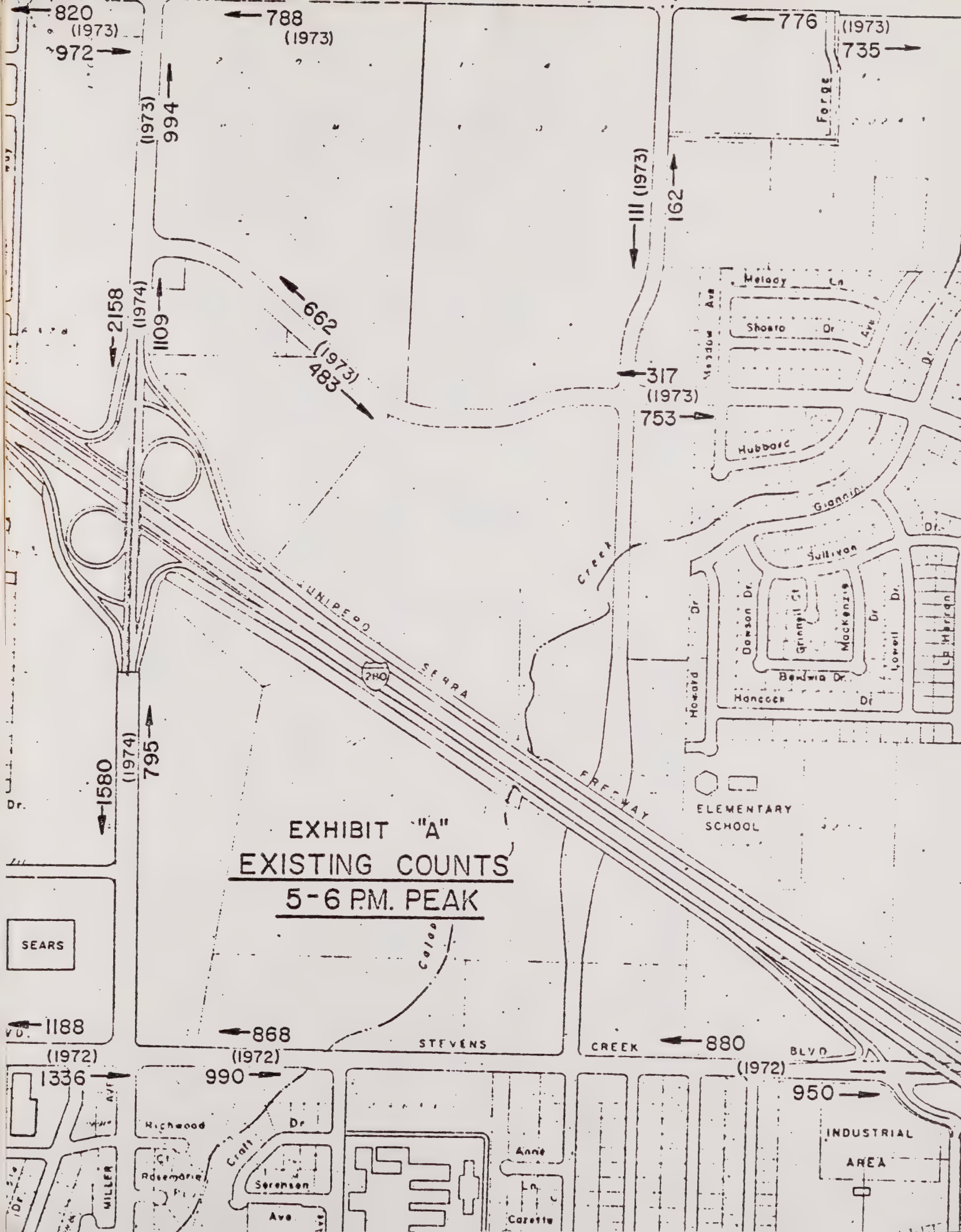


EXHIBIT "A"  
EXISTING COUNTS  
5-6 P.M. PEAK





# EXHIBIT B

## ONE-WAY PM PEAK HOUR ASSIGNED TRAFFIC VOLUMES\* IN THE VICINITY OF VALLCO PARK

	Incremental Volumes			Total Volume	Adopted General Plan	Incremental Volume	
	Stage I	Stage II	Stage III**			Stage IV (Uncommitted) Vallco	Other
7 *Tantau southbound	100	400	850	1350	1400	0	Unknown at this writing.
8 Miller Rd. southbound- Bollinger to Stevens Creek	150	200	150	500	1600	150	
10 Wolfe Rd. southbound- Stevens Creek to 280	300	750	0	1050	3000	400	
12 Pruneridge westbound	150	50	900	1100	1400	50	

### Notes:

\* Numbers refer to Table 3 of General Plan E.I.R.

\*\* Traffic shown includes overbuild by 17 acres.







MANUAL ASSIGNMENT ZONES

ZONE BOUNDARY

CENTROID CONNECTORS

3

ZONE MAP





Table 1

TRIP GENERATION TABLE - VALLCO PARK ZONES<sup>1</sup>

ZONE	LAND USE	1995 BASE	1995 DAILY TRIP ENDS	FACTOR x DAILY <sup>2</sup>	PM PEAK HOUR OUTBOUND TRIPS <sup>3</sup>
7	Light ind.	3,910 emp.	10,000	.19	1,900
8	Light ind.	4,300 emp.	10,800	.19	2,050
17	Commercial	285,000 s.f.	11,400	.05	600
82	Residential	782 D. U.	7,820	.05	400
	Commercial	2.1 acres	1,400	.05	100
83	Commercial	21.2 acres	14,200	.05	700
	Light ind.	890 emp.	2,900	.19	550
	Financial Office	150,000 s.f.	6,000	.16	950
84	Office	1,350,000 s.f.	16,000	.16	2,550
85	Commercial	15.9 acres	10,700	.05	550
	Light ind.	765 emp.	2,500	.19	500
87	Commercial	3.5 acres	2,350	.05	100
	Hotel	96 rooms	480	.03	---
	Restaurant	320 seats	960	.04	50
-88	Light ind.	2,100 emp.	6,000	.19	1,150
91	Commercial	425,000 s.f.	17,000	.05	850
92	Commercial	100,000 s.f.	4,000	.05	200
	Office	224,000 s.f.	2,240	.16	350
93	Hotel	720 rooms	3,600	.03	100
	Light ind.	1,700 emp.	5,000	.19	950
-94	School	350 students	250	---	---
	Light ind.	2,290 emp.	6,300	.19	1,200
			141,900		15,800

## GENERATION FACTORS

Commercial: 40 Trip Ends/1,000 s.f. or 670 T.E./Ac.

Business offices: 10 T.E./1,000 s.f.

Financial offices: 40 T.E./1,000 s.f.

Light industrial: See chart

Hotel: 5 T.E./room

School: 0.7 T.E./student

Residential: 10 T.E./Dwelling Unit

Restaurant: 3 T.E./seat

<sup>1</sup> Source: George Nolle and Associates, Tantau Ave. Overcrossing St.  
March 3, 1971. Modified by De Louw, Cather & Company

<sup>2</sup> Assumes all employment on fixed shifts

<sup>3</sup> Numbers rounded to nearest 50





# LEGEND

- 1 VALCO PARK ADMINISTRATIVE OFFICES
- 2 AMERICAN MICRO-SYSTEMS, INC.
- 3 SHELL SERVICE STATION
- 4 VALCO VILLAGE SHOPPING CENTER
- 5 HIGH RISE OFFICE BUILDINGS-TWIN TOWERS
- 6 MARK SYSTEMS, INC.
- 7 INTERSIL, INC.
- 8 WATKINS-JOHNSON COMPANY
- 9 HEWLETT-PACKARD COMPANY-CUPERTINO
- 10 SEARS, ROEBUCK AND CO.
- 11 INFORMATION STORAGE SYSTEMS, INC.
- 12 HILTON HOTEL
- 13 MULTI-TENANT INDUSTRIAL/OFFICE N#1
- 14 MULTI-TENANT INDUSTRIAL/OFFICE N#2
- 15 MULTI-TENANT INDUSTRIAL/OFFICE N#3,4,6,7
- 16 FASHION AND REGIONAL SHOPPING CTR.
- 17 UNICOM, N#1 & N#2
- 18 REGIONAL FINANCIAL CENTER
- 19 MULTI-TENANT INDUSTRIAL/OFFICE N#5
- 20 FOUR PHASE

- 21 HEWLETT-PACKARD COMPANY-SANTA CLARA
- 22 HOWARD JOHNSON HOTEL
- 23 INFORMATION STORAGE SYSTEMS, INC.

- BUILDING COMPLETE OR UNDER CONSTRUCTION
- PROJECTED BUILDING
- OWNED BY OTHERS
- PARKING STRUCTURE
- UNIT OF VALCO PARK
- HIGH RISE BUILDING

0 200' 400' 600' 800' 1000'

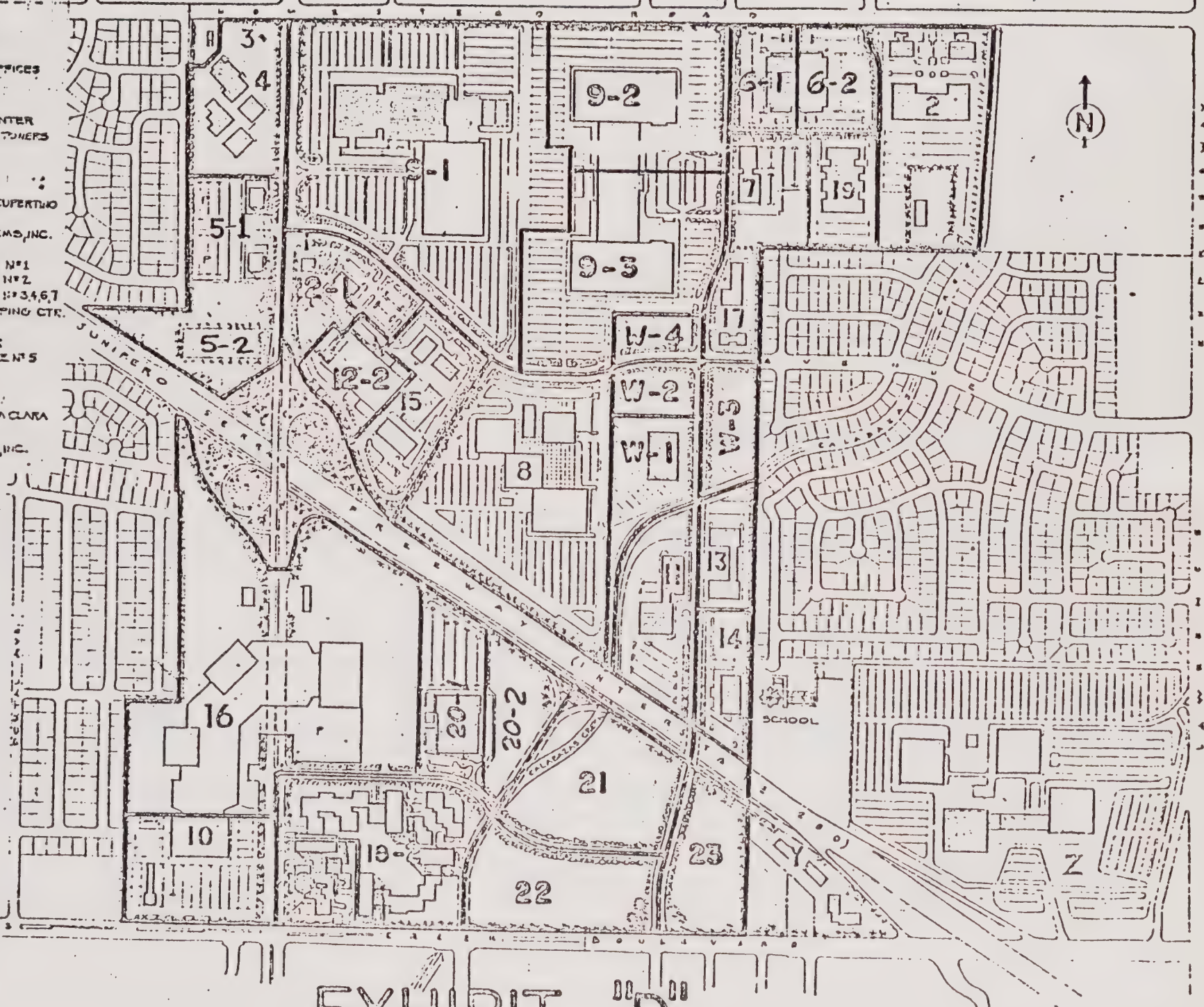


EXHIBIT D





## VALLCO PARK TRAFFIC ASSIGNMENT P.M. PEAK HOUR - 5-6

	Hilton Hotel Phase 1 (12-1) 65 tps.		Financial Off. Phase 1 (18-1) 300 tps.		Westfield (W-1) 250 tps.		Westfield (W-2) 140 tps.		Four Phase (20) 342 tps.		Hewlett-Packard (9 & 1) 900 tps.		AMI 210 tps.		Total Trips	Rounded
	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips		
Stevens Creek Hwy. 9 to Wolfe w/b	6.7	4	9.2	28	8.1	20	8.1	11	4.1	14	6.4	58	8.0	17	152	150
Stevens Creek Wolfe to Tantau e/b	2.2	1	41.5	125	-	-	-	-	-	-	7.1	64	-	-	190	200
w/b	-	-	-	-	13.1	33	13.1	18	-	-	-	-	8.1	17	68	50
Tantau Avenue n/b	-	-	15.0	45	-	-	-	-	13.5	46	-	-	-	-	91	100
s/b	-	-	-	-	46.7	117	46.7	65	1.4	5	-	-	14	29	216	200
Miller Avenue Bollinger to Stevens Creek s/b	8.9	6	5.0	15	5.0	13	5.0	7	4.7	16	13.5	122	5	10	189	200
Wolfe Road Stevens Ck. to 280 n/b	-	-	26.0	78	-	-	-	-	72.7	248	-	-	-	-	326	350
s/b	17.8	12	16.2	49	-	-	-	-	8.9	30	27.0	243	5	10	344	350
Wolfe Road Over- crossing n/b	-	-	25.1	75	-	-	-	-	30.6	105	-	-	-	-	180	200
s/b	62.2	40	-	-	-	-	-	-	-	-	57.0	513	22	46	599	600
Pruneridge East of Wolfe Road e/b	13.3	9	0.8	2	22.5	56	22.5	32	0.3	1	12.6	113	-	-	213	200
w/b	-	-	0.2	1	30.8	77	30.8	43	-	-	-	-	50	104	225	200
I 280 East of Wolfe e/b	44.4	29	28.1	84	30.0	88	35.0	49	42.0	144	30.0	270	17.0	36	700	700
I 280 West of Wolfe w/b	13.3	9	21.6	65	27.2	68	27.2	38	27.7	95	9.0	81	27	57	413	400
Homestead Road West of Wolfe	11.1	7	0.9	3	-	-	-	-	0.3	1	-	-	-	-	11	0





	Regional Shopping Ctr. (16) 1700 tps.		Westfield Phase 3 (W-3) 160 tps.		Westfield Phase 4 (W-4) 50 tps.		Four Phase 258 tps.		Total Trips	Rounded
	%	Trips	%	Trips	%	Trips	%	Trips		
Stevens Creek Hwy. 9 to Wolfe w/b	13.5	230	8.1	13	8.1	4	4.2	11	258	250
Stevens Creek Wolfe to Tantau e/b	-	-	-	-	13.1	7	-	-	7	-
w/b	-	-	13.1	21	-	-	-	-	21	-
Tantau Avenue n/b	18.8	320	-	-	-	-	13.5	35	355	350
s/b	18.8	320	46.7	75	26.4	13	1.4	3	411	400
Miller Avenue Bollinger to Stevens Creek s/b	10.0	170	5.0	8	5.0	3	4.7	12	193	200
Wolfe Road Stevens Ck. to 280 n/b	44.1	750	-	-	-	-	72.7	223	973	950
s/b	44.1	750	-	-	-	-	8.9	23	773	750
Wolfe Road Overcrossing n/b	25.8	439	-	-	-	-	30.6	79	518	500
s/b	38.2	647	-	-	35.0	18	-	-	665	650
Pruneridge East of Wolfe Road e/b	-	-	22.5	36	65.8	33	0.3	1	70	50
w/b	-	-	30.8	49	7.8	4	-	-	53	50
I 280 East of Wolfe e/b	18.2	309	35.0	56	27.2	14	42	108	487	500
I 280 West of Wolfe w/b	5.8	99	27.2	44	-	-	27.7	71	214	200
Homestead Road West of Wolfe	8.8	150	-	-	35.0	18	0.3	1	169	150





## VALLCO PARK TRAFFIC ASSIGNMENT P.M. PEAK HOUR - 5-6

	Watkins-Johnson (3) 700 tps.		Hewlett-Packard (9-3) 800 tps.		Hewlett-Packard (9-2) 850 tps.		Hilton Hotel (12-2) 35 tps.		Mine 33 tps.		Will Lester 300 tps.		Total Trips	Rounded
	%	Trips	%	trips	%	trips	%	trips	%	trips	%	trips		
Stevens Creek Hwy. 9 to Wolfe w/b	8.1	57	8.1	65	8.1	69	6.7	2	0.8	-	8.3	25	218	200
Stevens Creek Wolfe to Tantau e/b	-	-	-	-	-	-	2.2	1	-	-	-	-	1	-
w/b	13.1	92	13.1	105	13.1	111	-	-	-	-	8.3	25	333	300
Tantau Avenue n/b	7.8	55	7.8	62	-	-	-	-	0.2	-	19.1	57	174	150
s/b	42.5	297	42.5	340	26.4	224	-	-	1.0	-	-	-	861	850
Miller Avenue Bollinger to Stevens Ck. s/b	5.0	35	5.0	40	5.0	43	8.9	3	4.5	2	5.0	15	138	150
Wolfe Road Stevens Ck. to 280 n/b	-	-	-	-	-	-	-	-	-	-	21.2	64	64	50
s/b	-	-	-	-	-	-	17.8	6	8.6	3	-	-	9	0
Wolfe Road Overcrossing n/b	-	-	-	-	-	-	-	-	-	-	20.7	62	62	50
s/b	17.5	123	17.5	140	35.0	298	62.2	22	50.4	17	-	-	600	600
Pruneridge East of Wolfe e/b	7.8	55	7.8	62	-	-	13.3	5	3.2	1	0.8	2	125	100
w/b	45.0	315	45.0	360	23.5	200	-	-	-	-	3.6	11	886	900
I-280 East of Wolfe e/b	35.0	245	35.0	280	35.0	298	44.4	16	41.8	14	27.4	82	935	950
I-280 West of Wolfe w/b	27.2	190	27.2	218	27.2	231	13.3	5	23.6	8	20.7	62	714	700
Homestead Rd. West of Wolfe	-	-	-	-	-	-	11.1	4	14.6	5	0.9	3	12	-

Revised 7/16/74





	Professional Offices (5) 268 tps.		Financial Center (18-2) 2300 tps.		East of Finch & South of 280 (21,22) 700 tps.		Total Trips	Rounded	17 Acres Uncommitted	
	%	Trips	%	Trips	%	Trips				
Stevens Creek Hwy. 9 to Wolfe w/b	0.8	2	9.2	212	8.3	58	272	250		
Stevens Creek Wolfe to Tantau e/b	-	-	41.5	955	-	-	955	950		
w/b	-	-	-	-	8.3	58	104	100		
Tantau Avenue n/b	9.2	1	15.0	345	19.1	134	480	500		
s/b	1.0	3	-	-	-	-	3	-		
Miller Avenue Bollinger to Stevens Creek s/b	4.5	12	5.0	115	5.0	35	162	150		
Wolfe Road Stevens Ck. to 280 n/b	-	-	26.0	598	21.2	148	810	800		
s/b	8.6	23	16.2	373	-	-	396	400		
Wolfe Road Overcrossing n/b	-	-	25.1	577	20.7	145	722	700		
s/b	50.4	134	-	-	-	-	134	150		
Pruneridge East of Wolfe Rd. e/b	3.2	9	0.8	18	0.8	6	33	50		
w/b	-	-	0.2	5	3.6	25	30	50		
I 280 East of Wolfe e/b	41.8	111	38.1	646	27.4	192	949	950		
I 280 West of Wolfe w/b	23.6	63	21.6	497	20.7	145	705	700		
Homestead Road West of Wolfe	14.6	39	0.9	21	0.9	6	66	50		

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